

APRIL 13, 1953

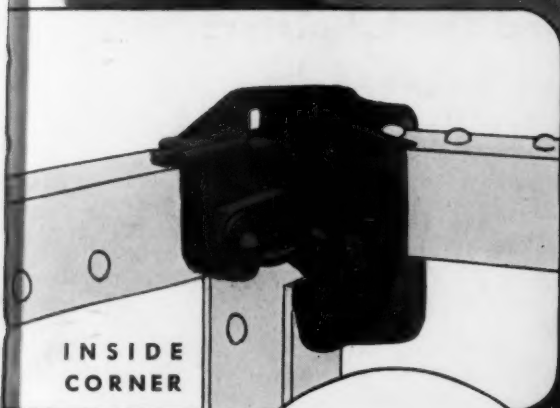
28th N&W Better Service Meeting . . . p. 13

# RAILWAY AGE

NEWS  
ISSUE

The Standard Railroad WEEKLY for Almost a Century

**INTERLOCKED**  
**all ways!**



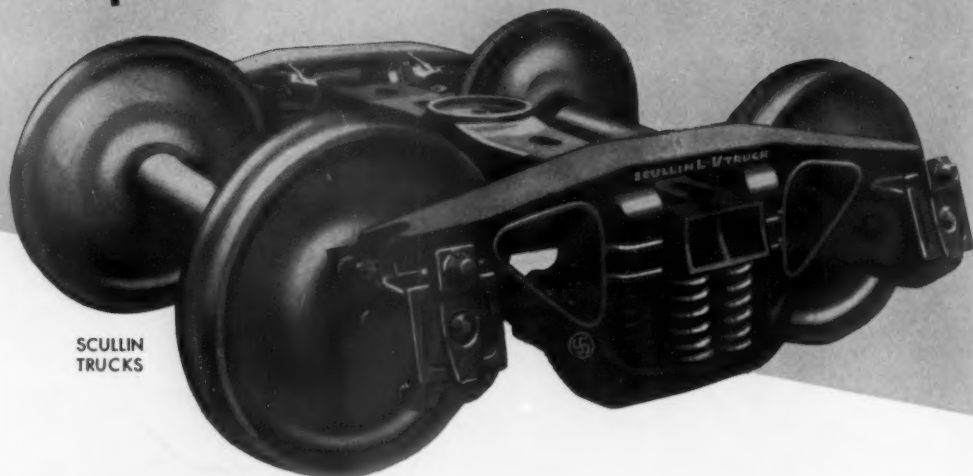
## DROP END LOCKS

KEEP CORNERS FROM SPREADING • WON'T ACCIDENTLY OPEN

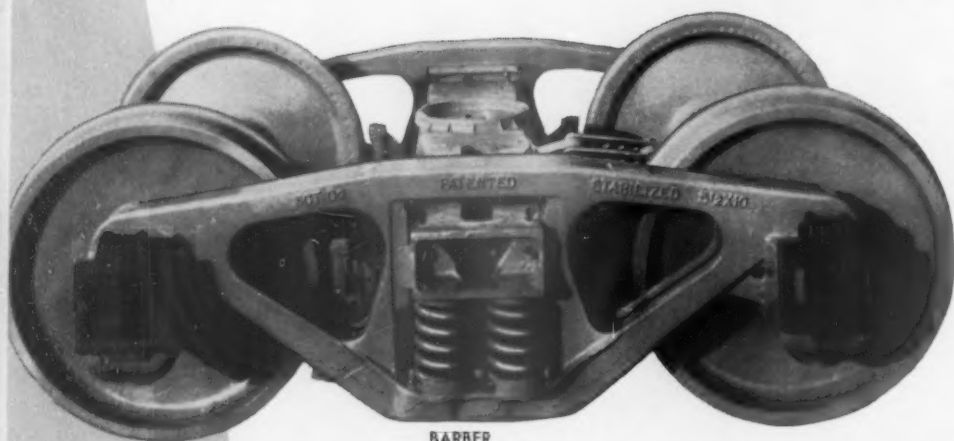
THE WINE RAILWAY APPLIANCE CO. TOLEDO 9, OHIO

# FREIGHT CAR MASTERPIECES

## High Speed Trucks



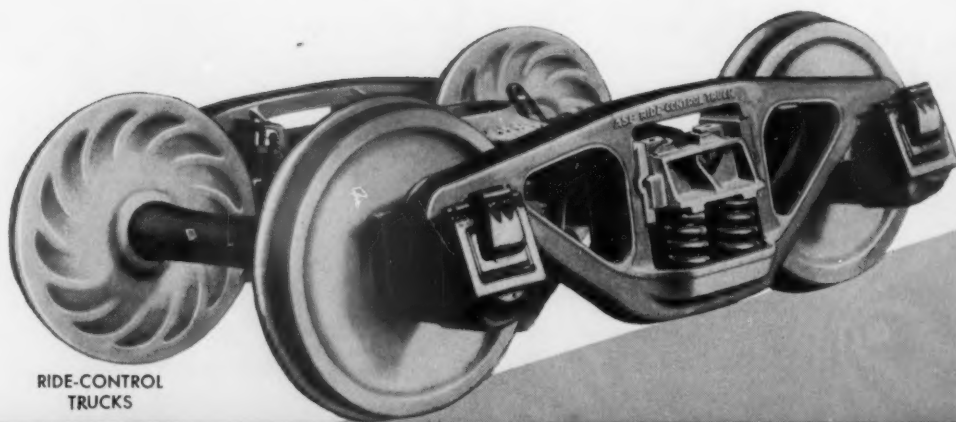
SCULLIN  
TRUCKS



BARBER  
STABILIZED TRUCKS

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Truck Side Frames  
and Truck Bolsters  
Produced by  
Scullin Steel Co.



RIDE-CONTROL  
TRUCKS



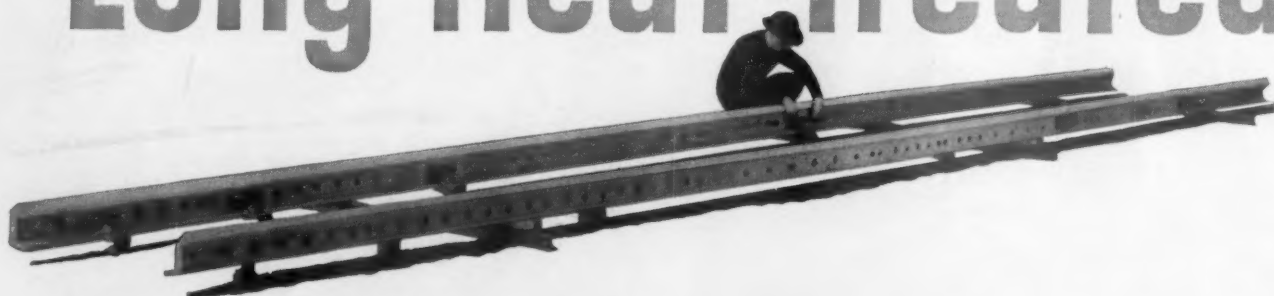
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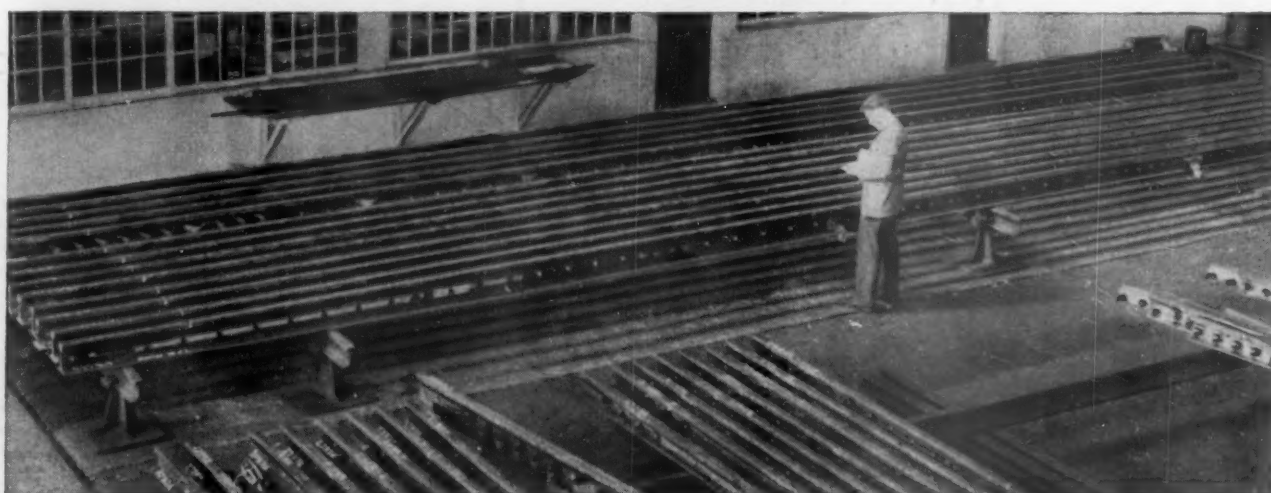


## Switch Points

If you are considering the use of long or extra-long switch points, Bethlehem is fully prepared to make them for you. We are the only manufacturer equipped both to make and to heat-treat points up to 45 ft.

We call your particular attention to the heat-treating feature, for highly-effective techniques have been developed by Bethlehem metallurgists specializing in this field. The methods and equipment used were evolved only after exhaustive research in the science of rail-steel chemistry—studies that have covered a period of many years.

Naturally, orders for switch points in the shorter lengths are handled as carefully and expertly as those for the longer points. Every job that comes into our shops, regardless of specifications, receives the most thorough attention to detail . . . plus a brand of workmanship that cannot be surpassed.



**BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.**

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. *Export Distributor:* Bethlehem Steel Export Corporation







*Here's One of Railroad's Paul Bunyans*

## Thanks to "UNION" RETARDER SPEED CONTROL and AUTOMATIC SWITCHING

It's said no job was too big for giants like Minnesota's legendary Paul Bunyan. But the work done by modern retarder yards in sorting freight cars would have strained even his strength to the limit.

Fortunately no muscles such as "Paul Bunyan's" are needed in today's classification yards. The giant's job can easily and efficiently be done by "Union" Retarder Speed Control and Automatic Switching.

All it takes is the touch of a finger on the push buttons of a "Union" control panel and one man is able to route the cut to the desired classification track and automatically produce the proper braking action necessary to control the speed at which the cut should leave the retarder.

"Union" Retarder Speed Control and Automatic Switching are applicable to both new and existing installations. Why not get in touch with "Union's" engineers *now*? They're available whenever desired for consultation, advice or to make special studies.

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DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

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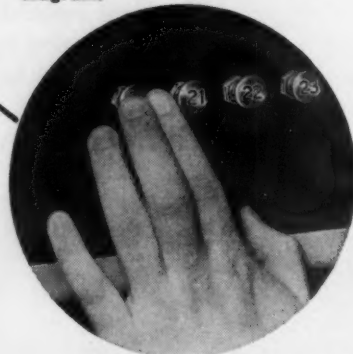
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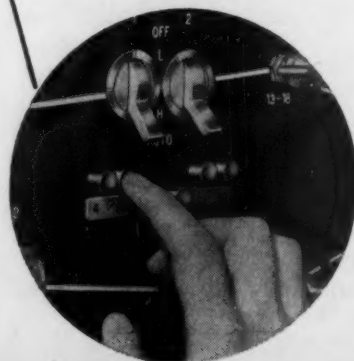
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Single control panel provides both Retarder Speed Control and Automatic Switching with one man routing cars and operating retarders. Push buttons for route selection are grouped at operator's left hand . . . retarder controls are located conveniently on the track diagram.



To route a car to the desired classification track, operator presses one push button. "Union" Automatic Switching correctly aligns the switches as cut proceeds to its designated track.

To control the speed at which the cut is to leave the retarders, operator presses button . . . "Union" Retarder Speed Control automatically brakes the cut to the selected speed.





# RAILWAY AGE

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April 13, 1953 NEWS ISSUE Vol. 134, No. 15

## Week at a Glance

**Class I Railroads Spent \$1.8 Billion** in 1952 for fuel, materials and supplies of all kinds, the A.A.R. reports. The year's total was the fourth highest on record. 9

**Net Income for 1953's First Two Months** was \$114 million, \$19 million above the figure reported for the same period of 1952. Gross revenues were lower, but so were expenses. 10

**Official-Territory Application of Car-Spotting Tariffs** is contrary to I.C.C. interpretation, and should be found "unlawful," an examiner has recommended. 12

**FORUM: What Approach** should the railroads take to economic education of officers, employees and the general public, to return the maximum benefit to the industry? 17

**The B.R.T. Has Agreed** that its men were at fault—and the railroad right—in the five-day wildcat strike on Pittsburgh's Union Railroad. 18

## BRIEFS

**The Goal of 10,000 New Freight Cars** per month may be reached in May or June, Defense Transport Administrator Knudson now expects. Production at that rate must then be kept up for two years, Mr. Knudson thinks, if recurring serious car shortages are to be ended.

**A Nationwide Pool of Diesel Locomotives** is an idea which has won the approval of GN President John Budd. Northwestern roads cannot economically go all-diesel, because power units needed to handle seasonal peak traffic would lie idle most of the year. Some roads in other regions are in the same situation—but their individual periods of maximum traffic don't come at

## Current Statistics

Operating revenues, two months	
1953 .....	\$ 1,675,969,483
1952 .....	1,712,242,248
Operating expenses, two months	
1953 .....	\$ 1,282,776,540
1952 .....	1,335,231,969
Taxes, two months	
1953 .....	\$ 199,785,353
1952 .....	206,617,952
Net railway operating income, two months	
1953 .....	\$ 157,874,871
1952 .....	142,130,419
Net income, estimated, two months	
1953 .....	\$ 114,000,000
1952 .....	95,000,000
Average price railroad stocks	
April 7, 1953 .....	64.98
April 8, 1952 .....	59.62
Car loadings revenue freight	
Thirteen weeks, 1953 .....	8,884,508
Thirteen weeks, 1952 .....	9,340,392
Average daily freight car surplus	
April 4, 1953 .....	69,431
April 5, 1952 .....	13,722
Average daily freight car shortage	
April 4, 1953 .....	1,764
April 5, 1952 .....	2,398
Freight cars delivered	
February 1953 .....	7,780
February 1952 .....	7,358
Freight cars on order	
March 1, 1953 .....	71,883
March 1, 1952 .....	118,900
Freight cars held for repairs	
March 1, 1953 .....	94,165
March 1, 1952 .....	91,906
Average number of railroad employees	
Mid-February 1953 .....	1,184,197
Mid-February 1952 .....	1,218,016

RAILWAY AGE IS A MEMBER OF ASSOCIATED BUSINESS PUBLICATIONS (A.B.P.) AND AUDIT BUREAU OF CIRCULATION (A. B. C.) AND IS INDEXED BY THE INDUSTRIAL ARTS INDEX AND BY THE ENGINEERING INDEX SERVICE. RAILWAY AGE INCORPORATES THE RAILWAY REVIEW, THE RAILROAD GAZETTE, AND THE RAILWAY AGE GAZETTE.

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## Week at a Glance CONTINUED

the same time. Administrative difficulties there might obviously be—but railroads have had long experience in overcoming difficulties.

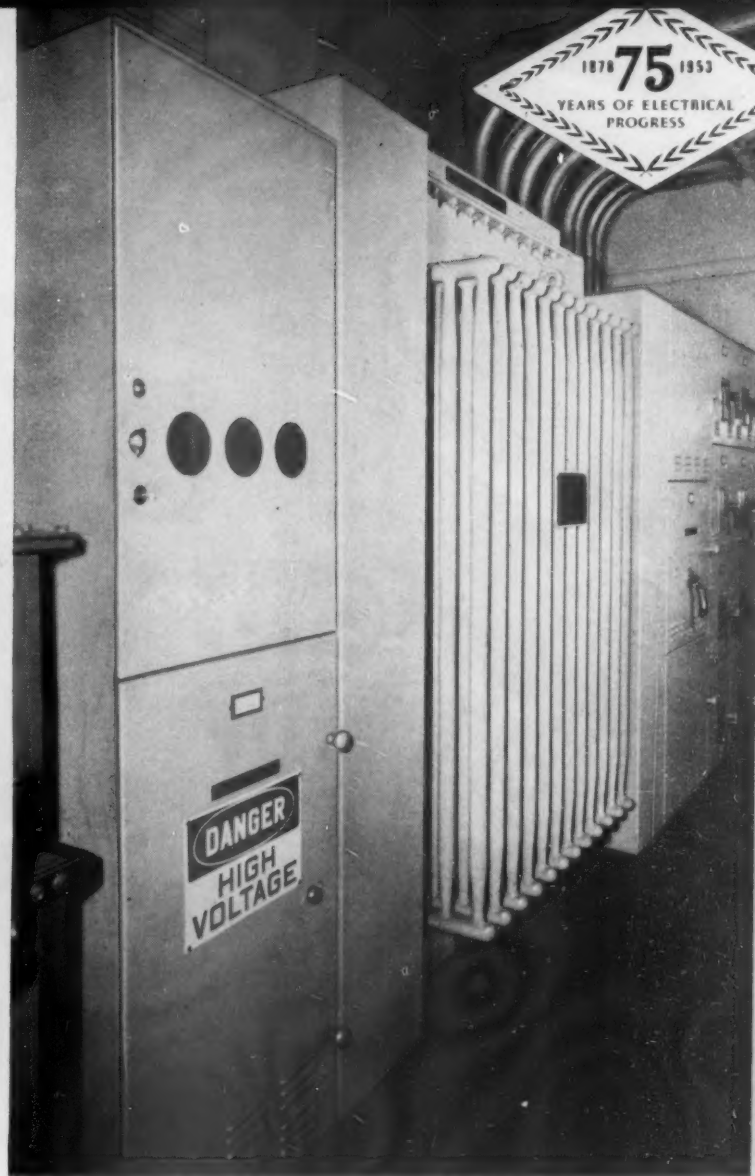
**Who Has the Biggest Visitors' List?** The superintendent of a well-equipped diesel shop tells us that—during his changeover from steam to diesel—8,000 persons came to see what was going on. They represented practically all North American railroads, and 23 foreign countries. A lot of them, he said, indicated their curiosity had been aroused by descriptive articles in *Railway Age* and our sister publication, *Railway Locomotives and Cars*. Has any other railroad facility got a visitors' list to top this shop's 8,000?

**Intercity Truck Tonnage** increased over the previous year's volume for the "seventh consecutive year" in 1952. But 1952 barely made the grade. The rise from 1951 was only 0.4 per cent, according to figures compiled by American Trucking Associations from Class I trucker reports to the I.C.C. The A.T.A. index, based on 1941 as 100, was 247 for 1952. The comparison with 1945's 118 spotlights trucking's postwar growth.

**New and Perhaps "Surprising" Proposals** concerning commuter service may be advanced by the Canadian National, Donald Gordon, CNR president and chairman, told the Canadian House of Commons, when commenting on his company's 1952 annual report. Cheaper dining service is another objective, he said.

## ADVERTISERS IN THIS ISSUE

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Completely metal-enclosed G-E load-center unit substations, like this modern 500 KVA unit (left) outside the diesel-repair shop and this compact 750 KVA unit (right) outside the armature shop, help supply power to the remodeled Collinwood diesel-repair center.

## New York Central Meets Power Needs at Collinwood With G-E Load-Center Unit Substations

*The New York Central, Collinwood, Ohio*—To meet new power demands more efficiently at its Collinwood diesel-electric repair center, the New York Central has installed compact G-E unit substations.

These load-center unit substations save copper by receiving power at high voltage for delivery at 480 volts near the loads in this modern diesel-repair shop. This means minimum volt-

age spreads throughout the shop, reduced speed variations in machine tools, and lower distribution losses.

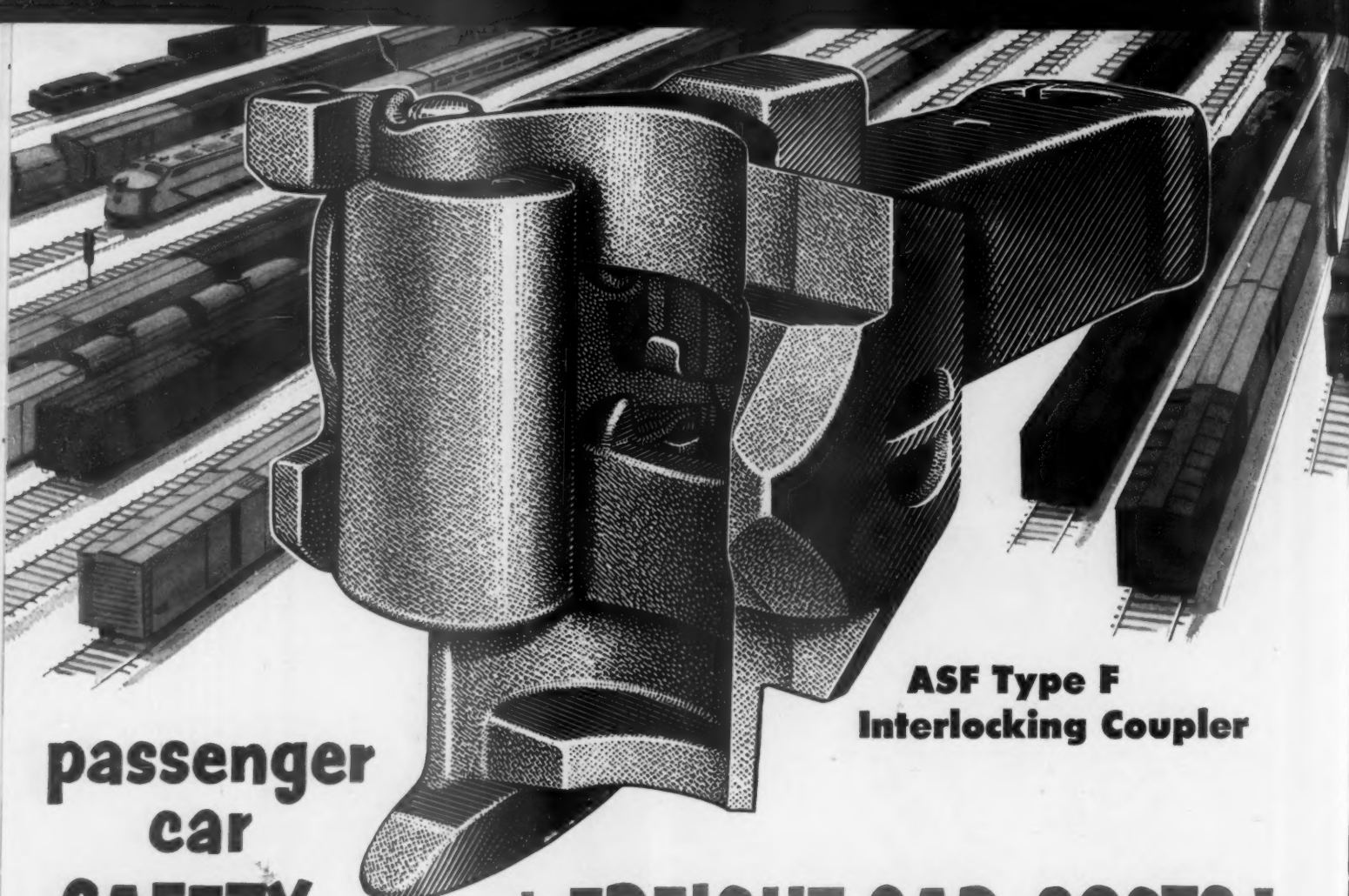
For details on how standard G-E power distribution equipment enables you to keep pace with higher load demands, consult your nearest G-E apparatus sales representative. He can help you determine the most efficient way to distribute power in modernizing your railroad installations. General Electric Company, Schenectady 5, N. Y.

152-42

*You can put your confidence in—*

**GENERAL**  **ELECTRIC**





**ASF Type F  
Interlocking Coupler**

**passenger  
car**

# **SAFETY.....at FREIGHT CAR COSTS!**

Tests of Type F Interlocking Freight Car Couplers, and experience gained from years of service with the interlocking coupler principle in passenger service, prove conclusively that they will go a long way toward eliminating accidental freight train partings, even in cases of derailment. And, a realistic appraisal of coupler *operating costs*, rather than first cost, shows that the Type F Coupler will provide this higher safety and *still be consistent with freight car economics*.

For example, reducing accidental freight train partings means fewer lost man-hours . . . fewer schedule delays. Reducing the chance of telescoping and overturning of cars in cases of derailment means much less damage to equipment . . . less danger to

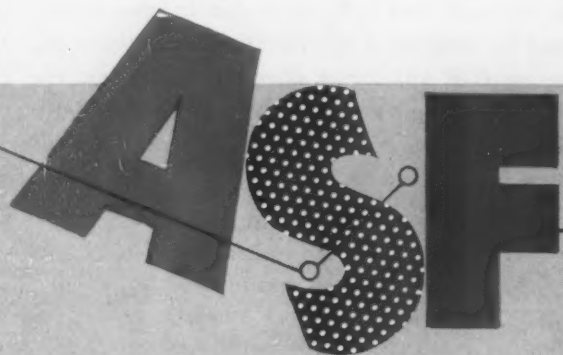
personnel. In fact, the Type F Coupler will *eliminate* the cause of many derailments! The safety support prevents a pulled-out coupler from dropping to the track.

And, the Type F Coupler means *lower maintenance costs*. Eliminating practically all vertical movement between mated F couplers—plus over 50% reduction in free contour slack—means less wear and shock stress, longer knuckle and contour life.

Continuous improvement is the goal for all railroads. The Type F Coupler is another real contribution to railroad progress for freight service. In ordering new cars, *the time to specify it is now!*




**Ask your nearest ASF Representative** for more information on Type F Couplers, or write today for illustrated folder G2 which gives complete details on construction and operation.



**American Steel Foundries**

410 North Michigan Ave., Chicago 11, Ill.

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*Look for this MINT  MARK on the running gear you specify*



Cast Steel  
Brake Beams



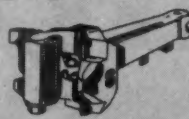
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Tightlock  
Couplers



Type F  
Couplers



Type E  
Couplers

# 1952 Purchases Totaled \$1.8 Billion

Class I railroads spent that amount for fuel, materials and supplies of all kinds

Class I railroads in 1952 spent \$1,817,750,000 for fuel, materials and supplies of all kinds used in connection with their operations, the Association of American Railroads announced on April 9. This was the fourth highest annual total on record, having been topped only in 1951, 1948 and 1947.

For fuel alone the Class I roads spent \$538,659,000 in 1952, compared with \$621,497,000 in 1951. Expenditures for bituminous and anthracite coal totaled \$195,746,000 in 1952, a reduction of \$81,266,000 compared with those in 1951. On the other hand, expenditures for diesel fuel oil totaled \$261,796,000, an increase of \$32,903,000.

Expenditures for iron and steel products of all kinds in 1952 amounted to \$513,060,000, compared with \$703,885,000 in 1951. For such track material as steel rails, frogs, switches, track fastenings, etc., expenditures to-

ANNUAL PURCHASES OF MATERIALS AND SUPPLIES (EXCLUDING EQUIPMENT), 1923-1952—Class I Railroads (Thousands of dollars)

Year	Fuel	Forest products	Iron and steel products	Miscellaneous	Total	Total less fuel
1923	\$617,800	\$232,511	\$464,955	\$423,437	\$1,738,703	\$1,120,903
1924	471,656	180,872	365,610	324,917	1,343,055	871,399
1925	459,465	170,305	419,255	343,018	1,392,043	932,578
1926	473,354	186,291	507,302	392,085	1,559,032	1,085,678
1927	438,821	175,729	407,304	374,074	1,395,928	957,107
1928	384,608	160,794	374,575	351,364	1,271,341	886,733
1929	364,392	157,551	406,962	400,630	1,329,535	965,143
1930*	306,500	134,600	304,700	292,700	1,038,500	732,000
1931*	244,500	76,250	188,600	185,650	695,000	450,500
1932*	178,250	52,200	94,550	120,000	445,000	266,750
1933	180,526	42,442	104,327	138,555	465,850	285,324
1934	217,294	64,271	150,671	167,988	600,224	382,930
1935	232,723	57,367	135,397	167,538	593,025	360,302
1936	272,270	76,683	239,486	214,982	803,421	531,151
1937	294,293	104,707	310,658	256,725	966,383	672,090
1938	243,783	56,968	127,141	155,390	583,282	339,499
1939	257,273	69,971	236,338	205,732	769,314	512,041
1940	273,556	82,185	264,480	234,242	854,463	580,907
1941	349,765	103,771	379,951	327,787	1,161,274	811,509
1942	426,335	115,227	353,957	364,292	1,259,811	833,476
1943	527,296	150,255	339,631	377,099	1,394,281	866,985
1944	585,832	158,957	431,692	434,048	1,610,529	1,024,697
1945	555,155	136,962	418,438	461,849	1,572,404	1,017,249
1946	553,153	148,984	416,303	452,115	1,570,555	1,017,402
1947	691,630	171,592	503,965	542,022	1,909,209	1,217,579
1948	833,040	166,488	590,289	593,514	2,183,331	1,350,291
1949	564,159	142,232	454,079	480,936	1,641,406	1,077,247
1950	608,719	121,255	509,506	500,427	1,739,908	1,131,189
1951	621,497	188,185	703,885	662,291	2,175,859	1,554,362
1952	538,659	176,966	513,060	589,065	1,817,750	1,279,091

\*Railway Age estimates.

Note: "Iron & Steel Products" and "Miscellaneous," 1927-1948, revised to conform with report MS-24, Year 1949.

Source: Reports of carriers to Bureau of Railway Economics.

## PURCHASES OF FUEL, MATERIALS AND SUPPLIES—Class I Railroads—Calendar Years 1952 and 1951

Item	1952	1951
<b>FUEL:</b>		
Bituminous coal	\$191,265,000	\$272,301,000
Anthracite coal	4,481,000	4,711,000
Fuel oil—Residual	64,205,000	98,014,000
Fuel oil—Diesel	261,796,000	228,893,000
Gasoline	9,601,000	8,993,000
All other (coke, wood, fuel for illumination)	7,311,000	8,585,000
Total fuel	\$538,659,000	\$621,497,000
<b>FOREST PRODUCTS:</b>		
Cross ties (treated and untreated)	\$101,314,000	\$94,879,000
Switch & Bridge ties (treated & untr.) and timber	28,076,000	27,878,000
Lumber (equipment, rough and finished)	36,874,000	50,489,000
Other forest products	10,702,000	14,940,000
Total forest products	\$176,966,000	\$188,186,000
<b>IRON AND STEEL PRODUCTS:</b>		
Steel rail (new and second hand, except scrap)	\$77,676,000	\$102,961,000
Wheels, axles and tires	56,438,000	71,347,000
Frogs, switches and crossings, and parts of same	30,712,000	38,080,000
Track fastenings, track bolts, spikes, etc.	73,865,000	97,444,000
Iron bridges, turntables & struct. steel, all kinds	8,230,000	8,049,000
Bar iron and steel, spring steel, tool steel, unfabricated rolled shapes, wire netting and chain, except light coil; boiler, firebox, tank, and sheet iron and steel, all kinds	46,247,000	77,765,000
Forgings and pressed steel parts for locomotives	2,986,000	5,109,000
Car forgings, iron and steel, and fabricated or shaped steel, for passenger and freight cars	40,213,000	50,691,000
Flues and tubes for locos. & stationary boilers	3,163,000	7,750,000
Bolts, nuts, washers, rivets, lag screws, pins & studs	11,272,000	19,825,000
Springs, helical and elliptical, all kinds for locomotives and cars	4,368,000	7,264,000

Item	1952	1951
Locomotive and car castings, beams, couplers, frames and car roofs	74,591,000	107,773,000
Track and roadway tools, all kinds, including hand and power operated tools, miscellaneous roadway material and fencing. Motor, hand, push and trailer cars, and parts for same	17,318,000	20,137,000
Machinery and repair parts	26,314,000	29,329,000
Pipe, iron and steel, and fittings, all kinds	9,223,000	15,507,000
Hardware, all kinds, including nails	8,351,000	11,543,000
Hand & small machine tools, such as drills, taps, reamers, dies, chasers, including air tools & parts	14,452,000	19,025,000
All other iron and steel products, incl. pig iron	7,641,000	14,286,000
Total iron and steel products	\$513,060,000	\$703,885,000
<b>MISCELLANEOUS:</b>		
Cement, lime, plaster, bldg. brick & other bldg. mat'ls.	\$9,708,000	\$3,917,000
Lubricating oils and grease; illuminating oils; boiler compound; waste	40,952,000	48,649,000
Non-ferrous metal & non-ferrous metal products	42,967,000	53,256,000
Ballast	29,623,000	27,622,000
Electrical materials including electrical material for diesel locomotives	54,325,000	59,850,000
Stationery and printing	33,529,000	36,251,000
Commissary supplies for dining cars & restaurants	43,980,000	46,924,000
Rubber and leather goods	10,816,000	18,039,000
Glass, drugs, chemicals, including chemicals for timber treatment; painters' supplies	49,256,000	54,577,000
Arch brick for locomotives	2,585,000	4,212,000
Passenger car trimmings	15,315,000	20,170,000
Locomotive, train and station supplies	27,855,000	35,202,000
Interlocking and signal material	54,221,000	50,591,000
Telegraph, telephone and radio material	16,365,000	18,729,000
Air brake material	23,253,000	31,887,000
Standard & spec'l mechanical appliances for locos.	9,489,000	18,299,000
Automotive equipment & supplies, incl. diesel material not elsewhere classified	84,422,000	94,386,000
All other miscellaneous purchases	40,404,000	39,730,000
Total miscellaneous purchases	\$589,065,000	\$662,291,000
Grand Total	\$1,817,750,000	\$2,175,859,000

Source: Reports of carriers to Bureau of Railway Economics.



taled \$182,253,000 in 1952, a decrease of \$56,232,000 compared with 1951. Car forgings, iron and steel and fabricated or shaped steel for passenger and freight cars totaled \$40,213,000, a decrease of about \$10,478,000 below the preceding year. Expenditures for locomotive and car castings, beams, couplers, frames and car roofs amounted to \$74,591,000, compared with \$107,773,000 in 1951.

For miscellaneous products, including cement, lubricating oils and grease, ballast, electrical materials, stationery and printing, supplies for dining cars,

camp and restaurants, and many other items, Class I roads in 1952 expended \$589,065,000, compared with \$662,291,000 in 1951.

Class I roads also spent \$176,966,000 for forest products in 1952, compared with \$188,186,000 in 1951. In the forest products group, purchases of cross ties and switch and bridge ties totaled \$129,390,000, an increase of \$6,633,000 compared with such expenditures in 1951. Purchases of lumber and other forest products approximated \$47,576,000, a decrease of \$17,853,000 below the preceding year.

## Net Income Up \$19 Million

Reaches \$114 million in two months, compared with \$95 million in like 1952 period—Net railway operating income up \$15.7 million—Revenues, expenses both down

Class I railroads in the first two months of this year had an estimated net income, after interest and rentals, of \$114,000,000, according to the Bureau of Railway Economics of the Association of American Railroads.

That compared with a net income of \$95 million for the first two months of 1952.

Net railway operating income, before interest and rentals, was \$157,874,871 for the first two months; the comparable figure for the first two months of 1952 was \$142,130,419.

Estimated results for February showed net income of \$57,000,000, compared with \$51,000,000 in February 1952. Net railway operating income for the month was \$77,799,924, compared with \$75,951,623.

In the 12 months ended February 28, the rate of return averaged 4.17 per cent, compared with 3.86 per cent for the 12 months ended with February a year ago.

Gross in the first two months amounted to \$1,675,969,483 compared with \$1,712,242,248 in the same period

CLASS I RAILROADS—UNITED STATES			
	1953	1952	
	Month of February		
Total operating revenues .....	\$ 812,968,411	\$ 845,073,539	
Total operating expenses .....	621,092,495	649,774,193	
Operating ratio—percent .....	76.40	76.89	
Taxes .....	96,867,078	105,865,885	
Net railway operating income (Earnings before charges) .....	77,799,924	75,951,623	
Net income, after charges (estimated) .....	57,000,000	51,000,000	
Two Months Ended February 28			
Total operating revenues .....	1,675,969,483	1,712,242,248	
Total operating expenses .....	1,282,776,540	1,335,231,969	
Operating ratio—percent .....	76.54	77.98	
Taxes .....	199,785,353	206,617,952	
Net railway operating income (Earnings before charges) .....	157,874,871	142,130,419	
Net income, after charges (estimated) .....	114,000,000	95,000,000	

of 1952, a decrease of 2.1 per cent. Operating expenses amounted to \$1,282,776,540 compared with \$1,335,231,969, a decrease of 3.9 per cent.

Twenty-three Class I roads failed to earn interest and rentals in the two months, of which 12 were in the Eastern district, one in the Southern region, and 10 in the Western district.

## Freight Car Loadings

Loadings of revenue freight in the week ended April 4 totaled 704,517 cars, the Association of American Railroads announced on April 9. This was a decrease of 10,820 cars, or 1.5 per cent, compared with the previous week; a decrease of 2,372 cars, or 0.3 per cent, compared with the corresponding week last year; and a decrease of 35,006 cars, or 4.7 per cent, compared with the equivalent 1951 week. The decline in loadings during the April 4, 1953, week was attributed by the A.A.R. to a coal miners' holiday on April 1, and to "labor troubles on two eastern railroads."

Loadings of revenue freight for the week ended March 28 totaled 715,337 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, March 28			
District	1953	1952	1951
Eastern .....	128,236	134,468	142,581
Allegheny .....	148,669	154,970	157,885
Poconchos .....	51,579	56,906	59,586
Southern .....	132,558	129,601	132,575
Northwestern ..	79,494	73,795	82,473
Central Western ..	114,979	115,218	121,623
Southwestern ...	59,822	60,529	58,712
Total Western Districts .....	254,295	249,542	262,808
Total All Roads .....	715,337	725,487	755,435
Commodities:			
Grain and grain products .....	43,268	43,447	48,099
Livestock .....	6,703	7,479	6,876
Coal .....	110,595	136,725	134,362
Coke .....	14,793	15,394	14,970
Forest products ..	44,115	42,174	46,153
Ore .....	23,245	21,674	19,816
Merchandise I.c.l. ..	72,635	77,074	82,925
Miscellaneous ..	399,983	381,520	401,234
March 28 .....	715,337	725,487	755,435
March 21 .....	701,142	720,009	748,878
March 14 .....	700,108	708,975	745,128
March 7 .....	685,016	713,112	749,522
February 28 ...	668,805	755,844	785,861
Cumulative total 13 weeks .....	8,884,508	9,340,392	9,493,958



THIS DIESEL-ELECTRIC LOCOMOTIVE, one of 83 units which can operate on standard, 60-in., 63-in. or 66-in. track gages and in arctic cold or tropic heat, was delivered to the Army Transportation Corps at the Schenectady plant of the American

Locomotive Company on April 3. Present to inspect and accept the locomotive were Brig. Gen. Paul F. Yount, acting chief of transportation, and officers representing the Supply and Field Service and Railway Transportation Service Divisions.



**In Canada.**—Carloadings for the seven-day period ended March 21 totaled 71,752 cars, compared with 76,035 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
March 21, 1953 .....	71,752	33,639
March 21, 1952 .....	78,737	35,741
Cumulative Totals		
March 21, 1953 .....	818,263	358,550
March 21, 1952 .....	877,263	412,311

## February Employment

Railroad employment decreased 1 per cent—from 1,196,167 to 1,184,197—from mid-January to mid-February, and the mid-February total was 2.78 per cent below that of February 1952.

This was shown by the preliminary summary issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 118.9 in February, compared with January's 121.9, and with 122.3 in February 1952.

February employment was below that of the previous month in all groups except that embracing professional, clerical and general employees, which was up 0.12 per cent. Decreases in the other six groups ranged from 0.04 per cent for executives, officials and staff assistants, to 1.92 per cent for transportation employees (train and engine service). The number of maintenance of way and structures employees declined 1.57 per cent.

Compared with February 1952, this year showed decreased employment in



**CONDUCTORS AND TRAINMEN** in Pennsylvania passenger service have begun a voluntary 10-week study course which is designed to improve their "job know-how," make more friends and customers for the railroad, and strengthen relations with fellow employees. Introduction of the course—in which the Brotherhood of Railroad Trainmen is cooperating with PRR management—marks the third phase of the railroad's system-wide

training program for employees who meet the public and direct the work of others; it supplements similar courses for supervisory personnel and station agents. The trainmen's course is given to informal groups of from 15 to 20 men, who meet for about one hour per week, on the men's own time, but in quarters provided by the company. The first classes were conducted by Virgil Samms, Purdue University faculty member.

six of the seven groups. Declines ranged from 0.31 per cent for professional, clerical and general employees, to 4.35 per cent in the maintenance of equipment and stores group. The one group that showed an increase over a year ago was that embracing executives, officials and staff assistants. There was a 1.14 per cent rise in this category.

"Study and submit to the commission a plan for establishment of automotive passenger service between San Francisco and its East Bay stations in Oakland and Berkeley to be operated in conjunction with its railway passenger service."

"Study and submit to the commission a comprehensive plan for modernization of its Oakland Pier passenger terminal facilities."

With its petition for a rehearing on the case denied, the SP has taken the matter to court on the grounds that refusal to allow discontinuance of the money-losing trains was an arbitrary decision, contrary to evidence; that it constituted an undue burden on interstate commerce, and amounted to confiscation of property. In the initial hearing before the state's supreme court on March 3, the road also pointed out that the commission, in directing improvements at Oakland Pier and requesting plans for substituting buses over the San Francisco-Oakland Bay bridge for present ferry service, had acted without supporting evidence and without giving the railroad due notice or opportunity for a fair hearing.

J. E. Lyons, general attorney for the SP, pointed out to the court that, while denying the road's discontinuance request, the commission's own staff had presented evidence that the two trains would run up a loss of \$105,700 a year, and that substitution of self-propelled rail cars—as ordered by the commission—would require an additional investment of \$150,000 per car and would still leave the company with a deficit of about \$20,000 a year, without any allowance for interest or return on investment. A minimum of three such cars would be needed for the service, raising the investment for the new equipment to \$450,000. (Mr. Lyons added that improvements or-

## Law & Regulation

### How Far Can They Go?

SP wonders about state commissions as California orders some very specific improvements for local trains

"By its three-to-two vote, the California Public Utilities Commission has ventured into a field more objectionable than socialism. In socialism, the state at least pays for what the state authority directs. But in this instance, the petitioner is directed to pay the cost of the commission's experiment."

That is the gist of the Southern Pacific's stand in a controversy with the California commission which had its origin back in 1950. In April of that year, the road petitioned to discontinue a pair of little-used mid-day trains operated between Oakland Pier and Sacramento. In support of its case, the SP cited the lack of public need for the trains; annual losses out of pocket of \$105,000 or more; and the abundance of service offered by itself and other passenger carriers between the same cities. The road also cited the

handicap of competing with auto travel over a parallel four-lane public highway while rail passengers must first be transferred across San Francisco bay to reach the rail terminal.

Upon completion of the hearings, the commission ordered, late last spring, that the road, within 120 days:

"Discontinue passenger train service provided . . . by steam locomotives and standard railway passenger equipment . . . and substitute in lieu thereof, railway passenger service by modern self-propelled railway passenger cars.

"Assign equipment [to other train sets in the same local service not requested for discontinuance] which has been fully air conditioned and further modernized by installation of individual reclining seats with foam rubber cushions, adjustable foot rests, rubberized floor coverings . . ."

The commission also ordered the road within 60 days to:

dered for other local trains in the same service had been carried out under a previously scheduled shopping program and were thus no longer a part of the issue.)

The road has considered the commission's orders as an invasion of managerial judgement. The commission, on the other hand, dismisses this as "an ancient contention." The commission has also stated that "improvement of service, equipment and facilities required by our decision will not constitute an undue financial or other burden upon the petitioner."

To this, Mr. Lyons has pointed out that the company's entire passenger service has been operated at a loss and that the burden can therefore only be passed along to SP shippers.

### Railroad Fined

The Interstate Commerce Commission has been advised by the Department of Justice that on February 5, in the U.S. District Court for the Northern District of Iowa, judgment was

entered in favor of the government and against the carrier in the sum of \$2,800 and costs in the case of *U.S. v. Chicago, Rock Island & Pacific*.

"This was a civil penalty for failure to comply with the provisions of Revised Service Order No. 866, issued by the commission and prescribing railroad operating regulations for freight car movement in the existing emergency," G. W. Laird, acting secretary of the I.C.C., said in a memorandum to the press.

In another recent memorandum, Mr. Laird said the commission had also been advised that on February 20, in the United States District Court at Dallas, Tex., the Rock Island pleaded guilty to the first 10 counts of a 20-count information, the last 10 counts being dismissed, and was fined \$10,000.

The information charged, in the first 10 counts, failure to assess and collect demurrage charges in accordance with published tariffs, and, in the last 10 counts, unlawful extension of credit—all in violation of Section 1 of the Elkins Act.

## Car-Spotting Tariff Condemned

Examiner Diamondson would have I.C.C. find that Official-territory schedules are unlawful—as they are interpreted and applied by the railroads

The Interstate Commerce Commission has been advised by Examiner S. R. Diamondson to condemn, as unlawful, the Official-territory spotting-service tariff, "as interpreted and applied" by the railroads.

Railroad and commission interpretations, the examiner said, are "so completely in conflict as to require cancellation of the tariff or abandonment of . . . principles" set out by the commission in its report on the terminal-service phase of the Ex Parte 104 investigation of practices affecting operating revenues and expenses.

The examiner's advice was embodied in his proposed report in the investigation (No. 30556) which the commission instituted in May 1950 to determine how Official-territory roads have applied the spotting-service tariff. The tariff, published to comply with the Ex Parte 104 findings, is a joint agency tariff which includes Agents C. W. Boin's I.C.C. No. A-833, I. N. Doe's I.C.C. No. 532, B. T. Jones' I.C.C. No. 4002, and R. G. Raasch's I.C.C. No. 600.

Generally, it provides that, with no charge in addition to line-haul rates, cars will be delivered at or removed from privately owned tracks or industrial tracks, when the switching service can be performed in continuous movement at the carrier's ordinary operating convenience. When receipt and delivery of cars cannot be accom-

plished in this manner, the tariff provides for charges for "temporary" delays to the switching locomotive; and for situations which require a return of cars to hold tracks and subsequent placement by a second switching movement.

Evidence in the record showed that 64 reporting line-haul railroads served 753 plants with an average of 20 engine hours a week or more, but collected no spotting-service charges at 710 of those plants. Sixteen of the reporting roads collected about \$30,000 from the other 43 plants during the four-year period (1946-1949) covered by the reports. More than \$13,000 of the \$30,000 was collected by one road from one plant.

Meanwhile, 34 industrially owned railroads made like reports; and 20 of them collected spotting-service charges aggregating more than \$5.8 million. These "enormous charges . . . as contrasted with charges collected by line-haul carriers," Examiner Diamondson said, "constitutes a transfer of industrial funds to carrier income . . . apparently to the profit of the common owner, and results from an application of the tariff completely contrary to that of the line-haul carrier respondents."

The proposed report also reviewed testimony of railroad officers who took the position that their spotting operations were part of the "complete service" which was "essential" if truck

competition were to be met. The examiner interpreted a statement by one of these officers as "no less than to claim that the railroads have and must retain the right to retain, regain, or obtain traffic by the simple process of rendering terminal services in excess of their obligations where that is necessary to compete with motor carrier service."

"It is not claimed," the proposed report added, "that they would or should render equal terminal service to all shippers alike, but only to those where motor carrier competition is encountered. They do not propose, as they perhaps could lawfully do, to provide their so-called 'complete service' to all shippers alike throughout the country. . . ."

"It is clear on this record that respondents have not made, and do not propose to make, any uniform application of the tariff to all shippers whom they serve. That lack of uniformity inevitably results in preference, prejudice, and discrimination. . . . The commission should find that the tariff, as interpreted and applied by respondents, is and will be unjust and unreasonable, unjustly discriminatory, and unduly preferential and prejudicial, in violation of the . . . act."

Cancellation of the joint agency tariff would leave in effect such spotting-service rules and charges as might be published in local switching tariffs of the railroads involved.

## People in the News

### Drysdale Resigns From F.R.P.

Robert M. Drysdale, Jr., has resigned as executive vice-president of the Federation for Railway Progress and has been appointed vice-president—general sales manager of the Virginia Metal Products Corporation of Orange, Va. Virginia Metal Products, a manufacturer of steel doors, steel partitions and conveyors, is a subsidiary of Chesapeake Industries, Inc., in which Robert R. Young, chairman of the federation, has a large investment.

Mr. Drysdale joined the federation in 1947 as treasurer, having previously been with the Grace Line as assistant to vice-president—sales. He was elected executive vice-president and a director of the federation in 1948. He is also a director of the Missouri Pacific.

### Beatrice Aitchison Slated To Leave Commerce Post

Dr. Beatrice Aitchison, director of the Transport Economics Division in the Office of Transportation, Department of Commerce, is among those affected by the decision to abolish the (Continued on page 18)



## N&W Holds 28th Better Service Conference

April 3-4 meeting at Hotel Roanoke, Roanoke, Va., was the annual get-together of delegates representing local Better Service Clubs throughout the system — More than 500 attended



**PRESIDENT R. H. SMITH** (right) greets the U. S. commissioner of internal revenue, **T. Coleman Andrews**, who spoke at the conference's dinner session. Mr. Smith himself had been a speaker at the opening session, where he presented his "annual report" to "this representative group of those who perform the operations of the railroad."



**AT A MEETING** of one of the conference's six committees (left), to which all the delegates were assigned, came reports pointing the way to good railroading and good citizenship.



**TRAFFIC VICE-PRESIDENT F. S. Baird** urged support of the railroad legislative program, designed to make the industry "free and competitive."



**GENERAL CLAIM AGENT L. C. Yates** (center), who served as the general chairman of the conference, looks over the program with a group of the delegates.



**H. C. WYATT**, vice-president and general manager, saw the Better Service organization as an efficient railroad tool—like modern locomotives and cars.





# Welcome to a new customer...

● It is always a source of gratification when a railroad which has never bought a car from us before, gives us its vote of confidence in the form of an order.

That's the case with the Chicago & Eastern Illinois. The order is for ten stainless steel, 58-passenger luxury coaches to be used in through and local service.

The high availability and low operating and maintenance costs made possible by their modern design and stainless steel construction will provide the C & E I with significant and satisfying figures.

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PIONEERS IN BETTER TRANSPORTATION

Here's why railroads get

## MORE FREIGHT REVENUE

per car dollar invested



...with **LOW-COST  
SOLID BEARINGS**

*You get up to 20% more cars for your money when they're solid bearing equipped. That's 20% more hauling capacity for the same initial investment—plus a proved daily efficiency of 99.97% even with cars averaging 20 years old!*

A SOLID bearing freight car earns just as much as one with any other kind of bearings—and it costs up to 20% less, too! These are facts. They add up to just one thing—the biggest possible return for each freight car dollar you spend. And you need that big return because, *for reasons entirely apart from the type of journal bearing installed*, a freight car has to earn its way in less than three hours a day.

Now what about maintenance and operating expense? Well, here's a question you can answer in part for yourself. Just take a good look at the passenger equipment you operate. Chances are some portion of your passenger cars have other than solid-type journal bearings installed. And if you figure in all your costs—the extra tools and facilities, the skilled labor and time, and inventories required, you'll see that you're better off with solid bearing cars where maintenance costs are concerned.

### Bearing Efficiency and Operating Expense

So it becomes a question of bearing efficiency and daily operating performance. Well, here the facts about solid bearings are known. Throughout the year there's less than one failure for each 4,000 cars per day—an efficiency index of better than 99.97%, even though the cars average over 20 years old. New solid bearing freight cars do even better—often go millions of car miles without a bearing failure.

### How to Lick Hot Boxes

Of course, this doesn't mean that hot boxes are not still a problem. But you can lick this problem best with low-cost solid bearing designs. Heat-resistant lining metals and low-cost alarms are already available. Improved lubricating methods are being developed. Combine these improvements with *an intensified program to upgrade maintenance standards*, and hot boxes will virtually disappear.

Then, too, you'll still have all the other advantages which solid bearings bring to railroad rolling stock. You can take the maximum load, make the fastest schedule. You'll save an average of 1,000 pounds per car and get the smoothest (and quietest) ride on any standard truck. But best of all, you'll be sure of the best possible bearing performance at the lowest possible cost.

**Get All the FACTS** about solid journal bearings in modern freight service. Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

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*Right for Railroads*

*...in performance...in cost*



**MAGNUS METAL CORPORATION** *Subsidiary of* **NATIONAL LEAD COMPANY**



## Education—What For, And Where Begin?

Most men in railroad management would be much happier if employees knew more economics than they do. No head of any big business expects that organized employees are going to act out of motives of altruism. Most managements would gladly settle for a unionism, however selfish, which was well grounded in the economics of the business and would at all times pursue the true long-run interests of its members. Selfishness is no obstacle to cooperation—so long as it is intelligent.

Management of practically all industry has done a lot of preaching of sound economic doctrine and fact to employees—without, so far, having achieved much noticeable improvement in union policy, in the direction of economic realism. Union policy is still aimed for the most part at the goal of maximum immediate “benefits”—more money, more “make-work,” more “fringes.” The inevitable adverse effect of this course on union members, in the long run—from inflationary pressure on the general level of prices and “pricing out of the market” many of the unions’ members and the industry that employs them—gets almost no consideration.

In the case of the railroads, knowledge of the economics of the industry by employees is even more important than in unregulated business, because the railroads have political handicaps to overcome. These limitations are not likely to be removed without wider public understanding of them—and it is quixotic to expect that the general public is going to acquire greater mastery of such knowledge than railroad people themselves.

### Most Likely Approach

Probably the most likely approach yet offered to the problem of interesting railroad employees in the economic situation of the industry was suggested by President Frederic B. Whitman of the Western Pacific in an address to the New York Railroad Club in October 1951. He said that education in economics should be preceded by training in the actual jobs employees are performing. That is, before the average employee is likely to interest himself in learning the economics of the

railroad business, his educational curiosity must first be satisfied in the area of his own job.

This observation ought to be recognized as, practically, an axiom. For example, in press relations, every experienced operator knows that, before he can expect the newspapers to accept his “stuff” freely, he must first have demonstrated his zeal to give the newspaper people the information they want—and with absolutely complete candor.

### Some Other Axioms

Another principle—also probably an axiom—is that *people are usually more receptive to information when they can ask questions about it*, not being called upon to accept it passively as from a preacher in the pulpit. The experience of P. M. Shoemaker, president of the Lackawanna, in discussing the annual report of his company with union chairmen (see page 93 in last week’s issue) affords heartening evidence on the acceptance this approach is likely to receive.

Still another probable axiom: *Usually the best teachers are the supervisory officers themselves.* Mr. Whitman gave evidence on this point in the address previously mentioned. If the supervisors are not “full of the subject” and honestly enthusiastic in imparting to their subordinates what they know, their lack of knowledge and zeal for the educational program will probably destroy the effectiveness of the efforts of “outside” instructors, however able. It is usually pretty hard to impart anything to employees without making their immediate superiors active participants.

And one more: *Since nobody can teach something he doesn’t know, or impart an enthusiasm he doesn’t feel, the first people that need to have ample educational facilities offered them are the officers and supervisors.* The educational opportunities a number of railroads have been offering to their officers at Harvard, Stanford, Southern California, American University, and other institutions of higher learning are, thus, obviously an instance of “first things first.”

Education—of officers, employees, and the general public, in that order—affords the best hope there is for the ultimate return of the railroad industry to conditions of genuine free enterprise. And such an approach to education—even though its ultimate goal may be economic—cannot avoid bringing advantages in better methods and technology, if for no other reason than the fact that most employees are not likely to be tempted into a study of transportation economics unless their technological curiosity is satisfied first.

(Continued from page 12)  
Office of Transportation. Commerce Secretary Weeks issued the termination order March 30, effective immediately (*Railway Age*, April 6, page 18).

Dr. Aitchison, whose position was

among those abolished joined the Commerce Department staff in September 1951. She previously had served with the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, from 1938.

## Labor & Wages

### B.R.T. Agrees With Railroad!

Says two trainmen were at fault for participating in slowdown on Union (Pittsburgh), and that the carrier was justified in suspending them

A five-day wildcat strike of members of the Brotherhood of Railroad Trainmen employed by the Union Railroad (Pittsburgh), which cost the parent United States Steel Corporation 100,000 ingot tons of steel and more than 90,000 tons of coal, was settled by mediation on April 4. The strike had been called to protest 10-day suspensions given to two conductors who were accused of leading a slowdown of operations (*Railway Age*, April 6, page 17).

The B.R.T. agreed that the conductors "were at fault for participating in a slowdown and that the carrier was justified in taking them out of service," according to the settlement. The union also agreed with the rail-

road "that the carrier is entitled to, and the employees are under obligation to, perform a reasonable day's work of eight hours." The brotherhood "will not condone slowdowns," the settlement agreement added, and "will join with the carrier in taking all necessary and reasonable steps to prevent and eliminate the slowdown."

It was agreed by the railroad, on recommendation of the National Mediation Board, that if at the end of a 30-day period the two conductors have fully demonstrated their support of the union's position, as set forth in the settlement agreement, the original suspensions administered to them will be rescinded.

### Grievance Problem Called Soluble

National Mediation Board so advises management and labor as latter kills supplemental adjustment boards

The National Mediation Board has told railroad management and the railway labor organizations that it has no intention of ceasing work on the grievance-case problem until it has found a satisfactory method to dispose of the backlog of cases pending before the National Railroad Adjustment Board's Division 1.

The board's statement was embodied in a letter which its chairman, Francis A. O'Neill, Jr., wrote to the parties after the labor organizations had killed the two supplemental boards which had been working with the division on the backlog. The killing was pursuant to terms of the original agreement under which the supplemental boards were established.

"Neither the carriers nor the organizations," Mr. O'Neill said, "should conclude that this board has any intention of closing its books at this juncture in our program to find a satisfactory method to dispose of the backlog . . . . The special adjustment board avenue will be constantly followed up. In that

connection, the President, through the budget director, has promised continued support of that program, and . . . we shall do our best to enlist the support of the Congress.

"The problem is not insoluble. All that is required is a good faith approach on the part of both sides to solve it. Rest assured that we will not let up until it is solved."

At a recent hearing before the House Committee on Interstate and Foreign Commerce, Mr. O'Neill referred to a new undertaking to reduce the backlog. It contemplates the establishment of special system boards of adjustment on roads where 25 or more grievance cases are pending.

While they agreed "in principle" to this plan, national officers of the labor organizations are understood to have taken the position that they lack power to set up system boards, that being the function of the unions' system officers on each road involved.

Thus far about 30 system boards have been established.

### CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended April 4 were announced by the Association of American Railroads on April 9 as follows:

	Surplus	Shortage
Plain Box . . . . .	4,728	847
Auto Box . . . . .	53	32
<b>Total Box . . . . .</b>	<b>4,781</b>	<b>879</b>
Gondola . . . . .	5,228	157
Hopper . . . . .	51,177	114
Covered Hopper . . . . .	22	25
Stock . . . . .	6,492	0
Flat . . . . .	2	589
Refrigerator . . . . .	1,477	0
Other . . . . .	252	0
<b>Total . . . . .</b>	<b>69,431</b>	<b>1,764</b>

### Escalator Clauses Call For Three-Cent Wage Cut

Railroad employees working under agreements with so-called escalator clauses will take a wage cut of three cents per hour which will be effective during the current quarter. The cut came shortly after the raise of four cents per hour which the employees were awarded by Referee Paul N. Guthrie in the "improvement-factor" case.

The escalator clauses call for quarterly adjustments of one cent per hour for each point of change in the Consumers' Price Index (old series) calculated by the Bureau of Labor Statistics. The February 15 index of 188.6 required the second-quarter cut.

It was three points below the November 15, 1952, index of 191.6 which governed during this year's first quarter. Because the index was issued a few days late, the cut could not be made effective for the full quarter, i.e., as of April 1. Escalator-clause adjustments do not apply retroactively.

The base is 178, so the three-cent cut left the escalator-clause raises at a net of 10 cents per hour.

### Competitive Transport

#### New Haven Wins "Piggy Back" Injunction

Boston Local 25 of the teamsters' union has been permanently enjoined from interfering with the "trailer-on-flat-car" ("piggy-back") operation conducted by the New York, New Haven & Hartford between Boston and New York. The decision, by Justice William C. Giles of the Massachusetts Superior Court, also awarded the railroad damages of \$4,727 for "secondary boycott" activities undertaken by the union last



July and ended at that time by a temporary injunction (*Railway Age*, July 28, 1952), which is now superseded by the permanent injunction.

The union, claiming that railroad transportation of loaded semi-trailers on railroad flat cars caused loss of jobs for truck drivers, had instructed its members not to deliver trailers to the railroad and picketed the railroad's Boston yards where trailers are loaded on cars. The railroad contended that its operation represented an important technological advance in transportation, and that the means used by the union to oppose it were unlawful.

## Operations

### REA Seeks Dismissal Of MP's "Status" Plea

With support of 24 major railroads, the Railway Express Agency has asked the Interstate Commerce Commission to dismiss Missouri Pacific's request for orders which would clarify the road's status under the REA contract.

The MP recently filed a formal petition with the commission, seeking advice as to whether there is any legal requirement that it continue a contractual arrangement with REA after February 28, 1954, when the present express contract expires. The road also asked what its common carrier duty would be with respect to express-type traffic in the event it declined to renew the relationship with REA (*Railway Age*, March 2, page 9).

"All that (MP) has done is to indicate with considerable indefiniteness that it does not know whether or not it will renew the present agreement or enter into a new agreement," the express agency said in a reply filed with the commission on April 2. REA said the railroads at present are actively engaged in deliberations looking toward continuation of performance of express business by REA. It urged the I.C.C. to dismiss the MP petition.

A statement concurring in the REA position was filed by 24 railroads on April 6. Included in the group were carriers from the East, South and West.

### Penalty Demurrage Eased by the I.C.C.

The Interstate Commerce Commission has modified outstanding service orders to ease provisions relating to penalty demurrage. The changes eliminate Saturdays from demurrage computations and end so-called super-demurrage charges on gondola cars, leaving such charges applicable only on flat cars.

The service orders involved are as follows:

No. 856, which provides for inclusion of Saturdays in computing demurrage. This was suspended until May 31 by No. 856-B, effective from April 16.

No. 865, which imposes the super-demurrage charges. This has been modified by Amendment No. 34 (also effective April 16) which suspends the order's applicability to all cars except flats. It had previously been suspended as to all cars except gondolas and flats.

No. 866, which prescribes operating regulations for movement of freight cars. This was modified by Amendment No. 6 (also effective April 16), which provides that Saturdays (as well as Sundays and holidays) may be excluded in computing periods of time under the order. The periods of time referred to are those which the order allows for placement and pulling of freight cars at industrial sidings.

## Organizations

### Railway Development Group Meets April 19-22 at Mobile

Problems confronting railroad industrial development representatives, the leasing of railroad oil and gas rights, and new ideas in agriculture and forestry are among topics to be covered at the 44th annual meeting of the American Railway Development Association. The Railway Development Association of the Southeast—with approximately 75 members among southeastern roads—will hold its 30th

annual meeting at Mobile, Ala., jointly with A.R.D.A. April 19-22.

Luther Fuller, general farm products agent of the Tennessee Coal & Iron Division of the United States Steel Corporation, will be guest speaker at a joint luncheon session on April 20. In addition to joint and independent sessions of A.R.D.A.'s industrial, agricultural and real estate sections, meeting plans include an industrial and real estate tour of Mobile's port facilities and a tour of agricultural and forestry developments of surrounding Baldwin county. W. A. Kluender, forestry and agricultural agent of the Chicago & North Western and president of A.R.D.A., will preside at the association's business sessions. William H. Russell, general industrial agent, Southern, and president of the R.D.A. of the Southeast, will preside at business sessions of the regional group.

### H. C. Barron Now Heads Western Traffic Ass'n.

William H. Dana, chairman of the executive committee of the Western Traffic Association, has retired from that position after 47 years of railway service. His successor is Harry C. Barron, counsel for the committee. Mr. Dana retired also as chairman of the Trans-Continental Freight Bureau; in that capacity he has been succeeded by M. F. Edbrooke, chairman of the bureau's standing rate committee.

Mr. Barron served as examiner for the I.C.C. from 1917 to 1927, when he went to Chicago as commerce counsel and general attorney for the Santa Fe. He was appointed counsel for the Western Traffic Executive Committee in October 1945, and will continue to



HOW "SAFETY SAVES" in operation of industrial trucks is the theme of a 30-min. sound motion picture, bearing that title, just made available by the Clark Equipment Company, of Battle Creek, Mich., manufacturer of such trucks. Typical of the sequences and the messages included



in the film are those reproduced above: (Left) "Don't use your fork truck as a personnel elevator unless the worker is on a safety platform securely fastened to the forks"; and (right) "Use care and caution when high-tieing. A load safety rack . . . would have prevented this."



serve as counsel in addition to his newly assumed duties.

Mr. Dana's railway career began in 1905 when he joined the freight traffic department of the Union Pacific at Omaha. He was assistant general freight agent from January 1926 to 1932, when he went to Chicago with the Trans-Continental bureau. In November 1944 he was named chairman of the Western Trunk Line Committee and the Western Traffic Executive Committee, and in May 1946 was elected also chairman of the Trans-Continental Freight Bureau. With formation of the Western Traffic Association in 1949, Mr. Dana was elected its first chairman.

Mr. Edbrooke entered railway service in the Milwaukee's traffic department in 1914, becoming assistant general freight agent in 1928. He was appointed a member of the standing rate committee of the Trans-Continental bureau in January 1945, and became chairman of that committee in November 1950.

#### FOR BETTER FARM-TO-MARKET ROADS

Support of a program for improvement of farm-to-market roads throughout the United States has been announced by Daniel P. Loomis, chairman of the Association of Western Railways, on behalf of western, eastern and southwestern railroads. Carriers of the three regions, he said, will actively cooperate with agricultural and other interested organizations in a revival of the farm-to-market roads movement.

Present day farm roads have not kept pace with the new mechanized era in agriculture, Mr. Loomis said. A program of research and education in the fields of farm road materials, construction, design and financing has been initiated and will be carried on in cooperation with educational institutions, state and local units of government, farm groups and others. As a step in this program, the railroads recently made a grant to the Farm Roads Foundation for an educational motion picture on rural road problems.

One-third of the nation's rural roads are entirely unimproved and all but 10 per cent of the 3,500,000 miles are either unimproved or covered with inferior surfacing, Mr. Loomis pointed out. He termed bridge structures on most rural roads "a quarter-century behind the times and a safety hazard."

Good farm-to-market roads are a means of developing areas served by railroads, he said. The railroads' traditional program toward improved rural roads was allowed to die during the war years and it has not been effectively revived, he explained.

The New York Railroad Club will hold its next dinner meeting April 16, at 7 p.m., in the Hotel Commodore. U.S. Senator John W. Bricker, of Ohio, will be guest speaker.

The Transportation Club of Pueblo (Colo.) will inspect the new seamless tube mill of the Colorado Fuel & Iron Corp. at Pueblo on a special tour, April 20.

## Equipment & Supplies

### FREIGHT CARS

The Texas & Pacific has been authorized to build 250 50-ton box cars at its Marshall shops. The cars are scheduled for construction in 1954.

### SIGNALING

The Duluth, Missabe & Iron Range has ordered from Union Switch & Signal Division of Westinghouse Air Brake Company material for railroad forces to rearrange the Sherwood-Fraser, Minn., C.T.C. installation, in connection with track changes at a junction with another railroad.

The Electro-Motive Division of General Motors Corporation has ordered from Union Switch & Signal Division of Westinghouse Air Brake Company three sets of two-indication continuous cab signal and automatic train stop equipment to be installed on diesel locomotives being built for the Louisville & Nashville.

### IRON & STEEL

The Jersey Central Lines have ordered 1,210 tons of steel rail from the Bethlehem Steel Company.

## Supply Trade

The Dearborn Chemical Company, Chicago, has appointed J. F. Wilkes as director of research and product development. In his new capacity, Mr. Wilkes, who has been technical director of the railroad department, will be responsible for operation and administration of the company's laboratory.

John A. Borman has rejoined the Clark Equipment Company, at Chicago, as assistant to Robert H. Davies, vice-president, to handle engineering and production matters in the industrial truck division. Russell Hastings, who comes to Clark from the Lewis-Shepard Company, will



J. W. Elwin, sales representative for Fairbanks, Morse & Co., has been promoted to district manager, locomotive sales, for the Chicago area, including the Twin Cities and St. Louis. Mr. Elwin joined the company's diesel locomotive sales division about a year ago. He formerly worked for the Great Northern and the Chicago & Eastern Illinois.

serve as assistant to director of engineering of the division. Mr. Borman was associated with Clark from 1946 to 1950 before joining the Baker-Raulang Company.

The M & J Diesel Locomotive Filter Corporation has elected L. F. Duffy as president, succeeding Jack P. Morris, who has resigned. Mr. Duffy will continue also in his previous capacity as chairman of the board. Robert J. Drewniak has been elected vice-president, succeeding R. W. McNeily, who also has resigned.

Robert W. Hunt Company, engineers, have elected H. H. Morgan as president; he was vice-president and chief engineer. W. J. Bongard has been elected vice-president, succeeding Mr. Morgan.

Lewis-Shepard, Watertown, Mass., has appointed A. W. Hooper as exclusive representative for Alabama, with headquarters at 5245 South Fifth avenue, Birmingham.

The Industrial Equipment Company, 315 North Ada street, Chicago 7, has changed its name to the Industrial Crane & Hoist Corp.

David C. Fulton, formerly district machinery electrification manager of the Westinghouse Electric Corporation, has been appointed manager of marine, aviation and transportation sales, to succeed Harold G. Rethmeyer, who has been appointed manager of the company's newly established San Francisco branch office. M. Wayne Scolari, George Skipton, G. Burnett Mason and David F. Roach have been appointed sales supervisors at San Francisco and Allan S. Judson, office supervisor.

**James E. Nolan** has been elected vice-president and assistant to president of the **Scullin Steel Company**.

**J. C. Droke** has been appointed assistant to manager, railway sales department, of the **Texas Company**, with headquarters in New York, and **W. S. Curtis** has been appointed manager, St. Louis division, railway sales department. Mr. Droke joined Texaco in 1940 as a lubrication engineer at Kansas City; spent several years with the foreign operations department in South America, and was in charge of the St. Louis division office at the time of his recent appointment. Mr. Curtis joined Texaco at Springfield, Mo., in 1943 as lubrication engineer, and was assistant division manager at Chicago at the time of his recent appointment.

**H. M. Bridges** has been appointed operating manager of the Knoxville, Tenn., branch of the **Graybar Electric Company**, and **H. E. Hanna**, operating manager of the Little Rock, Ark., branch. Mr. Bridges, who joined the company in 1936, has been accountant for the Southern branch since 1948. Mr. Hanna joined the company in 1948 and was appointed office salesman in 1949.

## New Facilities

### Frisco Projects Total \$3.3 Million

Nine major projects—all being undertaken by company forces at a total cost of \$3.3 million—have been authorized or are in progress, with completion of the major part of all work scheduled for this year.

Largest of the group (\$1.9 million) is installation of centralized traffic control and concurrent extension of sidings to 150-car capacity between Paola, Kan., and Rosedale; Bridge Junction, Ark., and Shelco, Tenn.; and Amory, Miss., and Nonco, Tenn.

Yard facilities are being expanded at a combined cost of \$972,000 at Enid, Okla., West Tulsa and Oklahoma City; Springfield, Mo.; Amory, Miss., and Mobile, Ala. Sidings are being extended at Columbus, Kan., and Dumbuck, Hibsaw, Okla., Turrell, Ark., and Millry, Ala., (\$180,000). Main trackage at Fontana, Kan., is being improved and realigned (\$30,000), and a new interchange track with the Southern is being built at Birmingham, Ala., (\$62,000). End-to-end radio equipment is being installed on eight locomotive units and four cabooses (\$26,300); an 1,100-ft. train shed is being constructed at the Springfield (Mo.) passenger station (\$33,000); a concrete and steel overpass is being built at Forest avenue, St. Louis, (\$63,

700); and mechanical department facilities at Sherman, Tex., are being remodeled and expanded (\$35,000).

**Atlantic Coast Line.**—Contracts have been awarded, at indicated estimated costs, to: R. H. Bouligny, Inc., for floodlights in yard at Rocky Mount, N.C. (\$17,850); Stahl-Rider, Inc., for air conditioning a hospital at Rocky Mount (\$23,740); the Air Conditioning Corporation for air conditioning office buildings at Wilmington, N.C. (\$247,000); Mingeldorfs, Inc., for air conditioning a hospital at Waycross, Ga. (\$29,900); and to the J. L. Ewell Construction Company for a combination station at Sanford, Fla. (\$189,200). The following projects have been authorized, at indicated probable costs: Industrial tracks at Jacksonville, Fla. (\$71,315); additions and improvements to tracks and station facilities at Sumter, S.C. (\$136,392); a diesel shop at Sanford, Fla. (\$67,662); floodlights in yard at Wilmington (\$41,611); and consolidating passenger and freight facilities at Bartow, Fla. (\$21,539).

### California, Arizona & Santa Fe (Atchison, Topeka & Santa Fe).

Division 4 of the I.C.C. has approved a line relocation project between Boron, Calif., and Sanborn (*Railway Age*, December 22, 1952, page 54). Existing trackage, approximately 28.5 miles, will be abandoned to make way for expansion of an Air Force base. The government will pay the cost of a substitute line, approximately 25.7 miles, which will be turned over to the roads. The Boron-Sanborn segment is owned by the CA&SF but is operated by the Santa Fe.

**Canadian Pacific.**—Has ordered equipment from the General Railway Signal Company for installation of absolute-permissive block signaling on 43 miles of road between Suffield, Alta., and Brooks.

### Denver & Rio Grande Western.

—Twenty-five miles of narrow (3-ft.) gage line between Montrose, Colo., and Ridgway, is being converted to standard gage at a cost of \$140,000. Also in progress is construction of additional yard trackage at Kelker (Camp Carson), at a cost of \$41,000.

New projects include construction of additional yard trackage at Ogden, Utah (\$88,000); installation of a pneumatic tube system between the freight house and the North Yard office at Denver (\$35,000); installation of a new three-channel telephone carrier system between Denver and Salt Lake City (\$90,000); construction of additional diesel fueling facilities at Helper, Utah (\$32,000); and construction of additional sanding and fueling facilities at Roper (\$32,000). All these projects will be undertaken by company forces.

**Elgin, Joliet & Eastern.**—Interchange facilities with the New York,

Chicago & St. Louis are being built at Van Loon, Ind. (\$119,400). At Divine, Ill., a 30-ft. pier is being constructed for protection of Bridge No. 552 (\$48,000).

**Missouri Pacific.**—The following projects, at the indicated estimated costs, are planned or in early stages of progress: Ten floors of the general office building and one floor of the adjoining Plaza building, at St. Louis, will be air conditioned under contracts awarded to Natkin & Co. and H. B. Deal & Co., both of St. Louis, (\$286,500). Bridges are being replaced at Shawmut, Ark. (\$58,600) and Witherspoon (\$68,000). Bridge reconstruction is being conducted at Harviell (\$25,000); Bierne (\$53,000); Joplin, Mo. (\$38,000); Nearman, Kan. (\$38,800); Plattsmouth, Neb. (\$26,800); Pauline (\$42,500); and Sageeyah, Okla. (\$29,000).

Industrial lead and storage tracks are being built at Sterlington, La. (\$113,200), to serve the Commercial Solvents Company. The right of way has been purchased, grading has been contracted and the remaining work will be undertaken by company forces. Seven radio base stations are being built by company forces at locations along the Eastern division. Grading work in connection with an extension of Track No. 1 at Verdon, Neb., will be handled by contract but the balance of the work (\$34,000) will be handled by company forces. A similar project at Rantoul, Kan., involving a 3,996-ft. extension, will be done entirely by company forces (\$31,600).

### Nashville, Chattanooga & St. Louis.

—Has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material to install centralized traffic control on approximately 136 miles of single track between Bruceton, Tenn., and Aulon. Installation will be handled by railroad forces.

### New York, New Haven & Hartford.

—The C. J. Maney Company, Somerville, Mass., has been awarded a contract for work on a new yard at Massachusetts' avenue in Boston, at a contract cost of \$451,050. A contract to repair fender racks on Bridge No. 1.05 at New London, Conn., has been awarded to the Whaling City Dredge & Dock Corp., Groton, Conn., at an estimated cost of \$29,750. Installation of supervisory control equipment at Devon, Conn., to cost a probable \$38,000 has been authorized.

**Pennsylvania.**—Work is nearing completion on a new freight-car-weighing facility in this road's Waverly yard at Newark, N.J., Park M. Roeper, New York Division superintendent, has announced. The new 52-ft. plate-fulcrum track scale, costing \$120,000 has a 215-ton capacity. The necessary pit and scalehouse were designed and built by bridge and building depart-



ment employees of the PRR's New York division, under supervision of Leo W. Green, division engineer, and Fred D. Day, supervisor of structures.

**Texas & New Orleans.**—Has ordered from the Union Switch & Signal Division of Westinghouse Air Brake Company material for railroad forces to install centralized traffic control on 4.1 miles of double track between Towers 26 and 87, near Houston, Tex.

## Financial

### New Haven Elects 21-Man Directorate

Stockholders of the New York, New Haven & Hartford, at the April 8 annual meeting in New Haven, Conn., voted to add nine new directors to the board, thus increasing its membership to 21. All 12 previous directors were reelected.

The nine new board members are: E. C. Bullard, president and general manager, Bullard Company, Bridgeport, Conn.; John J. Duggan, president and general manager, Chapman Valve Manufacturing Company, Ludlow, Mass.; Harold F. Freeburne and Roy W. Freeburne, of Hamilton, Ont.; J. H. McMahon, chairman, Berkshire Fine Spinning Associates, Inc., Providence, R.I.; Frederick R. Murgatroyd, barrister-at-law, Murgatroyd & Callaghan, Hamilton, Ont.; Richard E. Pritchard, chairman, Stanley Works, New Britain, Conn.; John P. Rutherford, president, Coast Metals, Inc., Little Ferry, N.J.; and J. Francis Smith, president, J. E. Smith & Co., Waterbury, Conn.

The five new directors from New England are all large shippers on the New Haven, and Messrs. Harold and Roy Freeburne are owners of the second largest block of stock, a spokesman for the road said.

**Alleghany Corporation.**—*Annual Report.*—Alleghany's net income, excluding security transactions, totaled \$861,652 in 1952, compared with \$920,378 in the preceding year. The decline was attributed to augmented

expenses in connection with Missouri Pacific reorganization proceedings, and expense of action to "protect Alleghany's rights with respect to purchase of Western Pacific stock."

Security transactions in 1952 produced net profit of \$50,806, compared with net loss of \$605,036 in 1951. Results of security transactions in both years, the report said, "are exclusive of losses on sales of Missouri Pacific common, a reserve for possible loss on this stock having been provided earlier. Sale of 22,000 shares of MP common in 1952 yielded proceeds of \$94,369 and produced a tax loss of \$1,811,773."

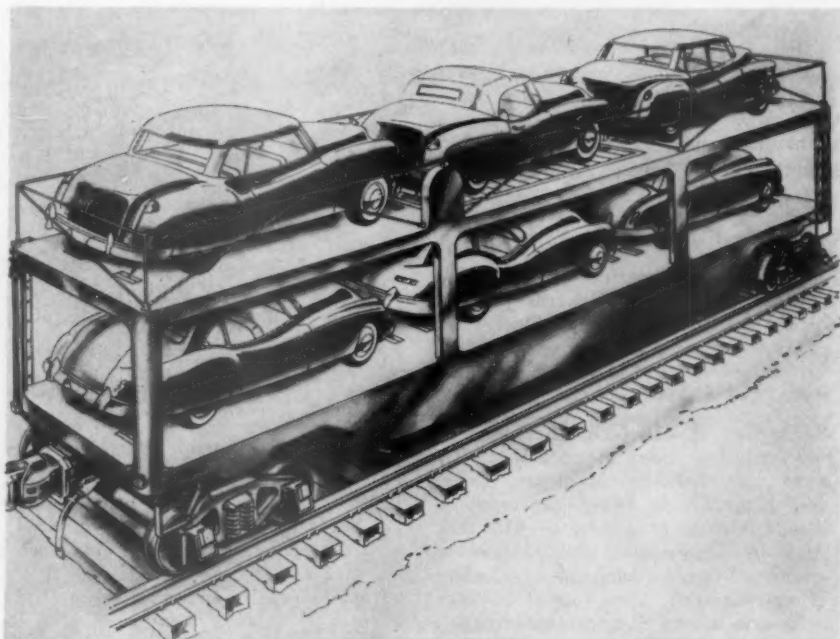
Other security transactions during 1952 included purchase of 15,000 WP common shares for \$870,036, and \$1,109,000 face value of MP general mortgage 4 per cent bonds of 1975 at a cost of \$882,730, as well as \$623,000 face value of MP convertible 5½ per cent bonds of 1949 at a cost of \$292,591.

**New Jersey & New York.**—*Reorganization.*—Division 4 of the L.C.C. has approved a reorganization plan for this road which provides for acquisition by the Erie of all NJ&NY property. The division found the value of such property to the Erie will be approximately \$1,500,000. In return for acquiring this line, the Erie must cancel all claims against the NJ&NY arising from services performed during the period of reorganization. Also, the Erie must pay \$604,978, representing the estimated scrap value of the road, and an additional amount, estimated at \$459,000, which will be used to help pay back taxes to the state of New Jersey. The plan provides that NJ&NY bondholders will share in the distribution of cash totaling approximately \$401,951.

The NJ&NY has been in reorganization since 1938. Its line extends between Jersey City, N. J., and Theills, N. Y., approximately 38 miles, of which 28 miles are owned and about 10 miles are used under a trackage rights agreement with the Erie.

**Pennsylvania.**—*New Director.*—James P. Newell, vice-president—operation of the Pennsylvania, has been elected a member of the road's board of directors to succeed James R. Downes, vice-president—assistant to president. Mr. Downes, who is 69, has been granted a leave of absence and will retire November 1, after nearly 52 years with the PRR (*Railway Age*, April 6, page 104).

**St. Louis Southwestern.**—*Stockholders Dispute.*—Hearings are now under way in St. Louis Circuit Court in the interpleader suit filed by the road in November 1951, in order to obtain court determination of rights of common and preferred stockholders in distribution of dividends, the basic issue in litigation being whether preferred stock is entitled to share along with common in dividends in excess of \$5 per share on each class of stock in any one year.



### SIX WHERE FOUR USED TO BE

A NEW AUTO-LOADER for railroad use, which permits six automobiles to be carried on a car instead of four, is being developed by the Evans Products Company, Plymouth, Mich. With this design, pay load will be increased 50 per cent over conventional automobile-box car loads, two cars doing the work of three. The modified and improved loading practices are expected to increase revenues and gain for the railroads shipments now going by other means of transportation.

The Evans six-car auto-loader can be built on a standard 53-ft. 6-in. flat

car underframe. It permits easy end loading, an elevating platform being used to carry three automobiles to the upper deck, the last one remaining on and being anchored to the platform itself. Three more automobiles are then driven onto the lower deck and all secured against shifting while in transit. Except for framework supporting the second deck, and the elevating mechanism, the new auto-loader is an open car. The first two cars to be built will be installed on two large railroads, one an eastern carrier and the other serving the West.



## Securities

**Alleghany Corporation.**—New Preferred Stock.—Alleghany stockholders will be asked to approve, at the May 6 annual meeting, a proposal to create a new class of preferred stock, which would be known as the \$4 prior preferred convertible. The new issue would be senior to all the company's outstanding stock. If the proposal is approved by a majority of each class of shareholders, it is intended, subject to I.C.C. approval and the surrender for exchange of at least 15,000 shares of prior preferred convertible stock, to offer holders of prior preferred convertible an opportunity to exchange such stock on a share-for-share basis for the new stock.

The new stock is to be convertible into 16 common shares, rather than 10, the conversion right for present prior preferred convertible. If the exchange is accomplished, it is intended to redeem any remaining shares of outstanding prior preferred convertible.

**Southern.**—Stock Split.—This road has asked the I.C.C. to authorize a two-for-one split in its common and preferred stock. New preferred stock, par \$50, would be issued to replace the existing \$100 par preferred. Holders would receive two new shares in exchange for each old share held. The road would then have 1,200,000 new shares of preferred outstanding. As to common stock, a total of 1,298,200 new shares would be issued, and these would be distributed among stockholders on a share-for-share basis.

This split in stock, the road told the I.C.C., would increase marketability, make Southern shares more attractive to the average investor, and tend to establish more stability in the price of the stock. Southern stockholders will vote on the proposed split at a May 19 meeting (*Railway Age*, February 2, page 53).

## Applications

**CARBON COUNTY.**—To issue a note of \$1,403,993 to the United States Steel Corporation, to replace an existing note of \$208,993, and to evidence an additional advance of \$1,195,000. The latter advance was made on open account to provide the road with working capital and with funds to purchase 200 70-ton hopper cars. The new note will have an interest rate of 3¼ per cent.

**NEWBURGH & SOUTH SHORE.**—To issue a \$200,000 note, with interest at 3¼ per cent, to the United States Steel Corporation, as evidence of funds advanced to the road in connection with acquisition of 100 gondola cars from Magor Car Corporation. The cars cost an estimated \$5,985 each.

**NEW YORK, NEW HAVEN & HARTFORD.**—To assume liability for \$3,300,000 of equipment trust certificates, to finance in part 650 freight cars costing an estimated \$4,437,650.

Description and Builder	Estimated Unit Cost
550 70-ton hopper cars (Pullman-Standard Car Manufacturing Company) .....	\$6,595
100 Insulated box cars, with heating equipment (Pacific Car & Foundry Co.) .....	8,104

The certificates, dated May 1, would mature in 15 annual installments of \$220,000 each, beginning May 1, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

**SOUTHERN PACIFIC.**—To assume liability for \$10,000,000 of series II equipment trust certificates, to finance in part 67 diesel locomotive units and 546 freight cars. Estimated cost of this equipment, including freight charges, is \$15,011,935.

Estimated Unit Cost

Description and Builder	Estimated Unit Cost
2 6,750-hp. passenger locomotives, each consisting of two 2,250-hp. "A" units and one 2,250-hp. "B" unit (American Locomotive-General Electric Companies) .....	\$700,606
6 4,500-hp freight locomotives, each consisting of two 1,500-hp. lead units and one 1,500-hp. booster unit (Electric-Motive Division, General Motors Corporation) .....	506,064
3 3,000-hp. freight locomotives, each consisting of two 1,500-hp. lead units (Electro-Motive) .....	348,165
7 1,600-hp. freight units (Alco-G.E.) .....	194,396
3 1,600-hp. freight units (Alco-G.E.) .....	198,472
6 1,600-hp. freight units (Alco-G.E.) .....	193,221
2 1,600-hp. switching units (Alco-G.E.) .....	175,157
5 1,500-hp. freight units (Electro-Motive) .....	195,787
5 1,200-hp. switching units (Fairbanks, Morse & Co.) .....	106,778
9 800-hp. freight units (Electro-Motive) .....	108,030
42 70-ton hopper-bottom ballast cars (American Car & Foundry Co.) .....	6,825
19 50-ton pulpwood flat cars (Texas & New Orleans company shops) .....	7,087
32 70-ton gondola cars (T&NO company shops) .....	10,222
222 50-ton box cars (Southern Pacific Equipment Company) .....	5,870
231 50-ton gondola cars (SP Equipment Company) .....	5,995

The certificates, dated May 1, would mature in 10 annual installments of \$1,000,000 each, beginning May 1, 1954. They would be sold by competitive bidding, with the interest rate to be set by such bids.

**TEXAS-NEW MEXICO (Texas & Pacific).**—To assume liability for \$960,000 of series A equipment trust certificates, to finance in part 200 hopper cars costing an estimated \$1,320,000. The cars, costing \$6,600 each, will be built in

Texas & Pacific shops at Marshall, Tex. The certificates, dated May 1, would mature in 10 annual installments of \$96,000 each, beginning May 1, 1954. They would be sold by competitive bids, with the interest rate to be set by such bids.

## Authorization

**CHESAPEAKE & OHIO.**—To assume liability for \$7,950,000 of equipment trust certificates, to finance in part 51 diesel units and 272 box cars costing an estimated \$10,022,886 (*Railway Age*, March 9, page 17). Division 4 approved sale of the certificates for \$9,4126 with interest at 3¼ per cent—the bid of Halsey, Stuart & Co. and 13 associates—which will make the average annual cost of the proceeds to the road approximately 3.35 per cent. The certificates, dated April 1, will mature in 30 semiannual installments of \$265,000 each, beginning October 1, 1953. They were reoffered to the public at prices yielding from 2.35 to 3.35 per cent, according to maturity.

## Security Price Averages

	April 7	Prev. Week	Last Year
Average price of 20 representative railway stocks	64.98	66.61	59.62
Average price of 20 representative railway bonds	93.52	94.03	93.29

## Dividends Declared

**CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS.**—5% preferred, \$1.25, quarterly, payable April 30 to holders of record April 10.

**LOUISVILLE & NASHVILLE.**—\$1, quarterly, payable June 12 to holders of record May 1.

**MONTGOMERY & ERIE.**—17½¢, semiannual, payable May 11 to holders of record May 1.

**PIEDMONT & NORTHERN.**—\$1, quarterly, payable April 20 to holders of record April 6.

**WATERLOO, CEDAR FALLS & NORTHERN.**—10¢, payable April 17 to holders of record April 2.

## Railway Officers

### EXECUTIVE

### Powell Retires as Seaboard Board Chairman

Legh R. Powell, Jr., has retired as chairman of the board of the Seaboard Air Line at Norfolk, Va., but will continue with the company in a consulting capacity. No successor has yet been named.



Legh R. Powell, Jr.

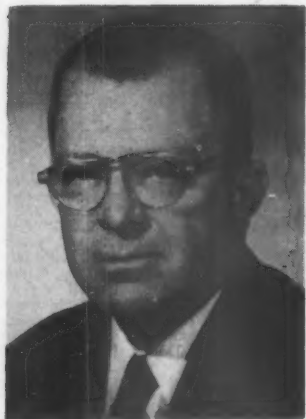
Mr. Powell was born at Portsmouth, Va., March 10, 1884, and entered

railroad service in 1902 as a clerk in the office of auditor of passenger accounts of the SAL. He was appointed assistant to comptroller in 1912 and served as auditor of the corporation during federal control in World War I. He became comptroller in 1920, vice-president in 1921, and president in 1927. During the company's receivership from 1930 to 1946 Mr. Powell served as receiver and chief executive officer. When reorganization was effected in 1946 Mr. Powell again became president, occupying that post until his election to the chairmanship in January 1952.

**C. E. Bell**, vice-president, passenger traffic and public relations, of the SEABOARD AIR LINE, at Norfolk, Va., is to have charge of public relations. **J. R. Getty**, general passenger traffic manager at Norfolk, will have jurisdiction over passenger traffic matters heretofore handled by Mr. Bell.

**Allison W. Ledbetter** has been elected chairman of the board of the CENTRAL OF GEORGIA, succeeding **Patrick B. McGinnis**, who resigned April 2 (*Railway Age*, March 23).

**H. H. Simms**, secretary and general traffic manager of the ATLANTA & ST. ANDREWS BAY, has been elected



**J. T. Suggs**, general counsel of the Texas & Pacific, has been appointed to the newly created position of vice-president and general counsel.



**W. E. Rachels**, director of public relations of the Seaboard Air Line, has been named assistant vice-president of public relations.

vice-president, traffic. Mr. Simms will continue also as secretary.

**Sidney Smith**, vice president—law, of the LOUISVILLE & NASHVILLE, has retired. He has been succeeded by



**Sidney Smith**



**William L. Grubbs**

**William L. Grubbs**, general counsel, who has been appointed vice-president and general counsel. Mr. Smith, son

of Milton H. Smith, former L&N president, joined the railroad in 1920 as valuation counsel at Louisville. Prior to that time he had been in military service and had practiced law in both Louisville and Nashville. He was appointed general attorney for the L&N in 1922, and assistant general counsel in July 1940. He became vice-president and general counsel in March 1944, and his title was changed to vice-president—law in January 1949.

#### FINANCIAL, LEGAL & ACCOUNTING

**H. C. Abbey**, auditor freight receipts of the MISSOURI PACIFIC, has retired after 48 years of service. He has been succeeded by **H. F. Lambeck**, assistant auditor of freight receipts. **M. F. Koenig**, also assistant auditor freight receipts, has been named senior assistant auditor freight receipts, and **W. H. Wassmund** has been named assistant auditor freight receipts.

**W. W. Adair** has been appointed assistant freight claim agent of the TEXAS & PACIFIC, at Dallas, Tex.

**Clifton Pollock** has been named assistant secretary of the NASHVILLE, CHATTANOOGA & ST. LOUIS.

#### OPERATING

In connection with reassignment of territory covered by the Des Moines and Rock Island divisions of the CHICAGO, ROCK ISLAND & PACIFIC, **Robert W. Anderson**, superintendent at Cedar Rapids, Iowa, has been transferred to Des Moines. **Claude H. Hardwick**, superintendent at Des Moines, has been named district maintenance engineer at El Reno, Okla., and **R. H. Spicer**, trainmaster at Cedar Rapids, has been appointed assistant superintendent at that point.

**J. C. Cartland**, assistant superintendent at Des Moines, has been transferred to the Arkansas division at Little Rock.

**O. L. Young**, superintendent terminals of the ST. LOUIS-SAN FRANCISCO at Memphis, has retired after 45 years of service. His successor is **W. F. Billings**, who has been acting superintendent there since last July. Mr. Young started his railway career as temporary section laborer with the Union Pacific in 1907, joining the Frisco in 1913 as switchman at Kansas



**O. L. Young**

City, and becoming yardmaster there in 1914. In 1924 he was named general yard inspector for the Frisco system; and in 1926 became superintendent of terminals at Birmingham, Ala., subsequently serving as terminal superintendent at Tulsa, Okla., and as superintendent on the Central and River divisions. He was appointed to his Memphis post in 1937. He served with Army Engineers during World War I



**W. F. Billings**

and with the Office of Defense Transportation in World War II.

Mr. Billings joined the Frisco in 1921 as a switchman at Memphis. He has since served as assistant yardmaster, yardmaster, trainmaster and general yardmaster there, and as assistant terminal trainmaster and ter-



minal trainmaster at St. Louis. He held the latter post until he went to Memphis last year.

**M. V. Dolan** has been appointed general superintendent dining cars of the CHICAGO, ROCK ISLAND & PACIFIC, succeeding **M. J. Reynolds**. Mr. Dolan, who most recently was manager of the Zanesville (Ohio) Country Club, has spent 12 years with the Fred Harvey system and has seen service as a steward on Santa Fe dining cars and in management of Harvey hotels and restaurants.

**L. K. Sorensen**, general manager, Lines West, of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, who will retire April 30, started with the Milwaukee as a carpenter at Savanna, Ill., in 1907. He later moved to Harlowton, Mont., where he was foreman of bridge and building crews and later chief carpenter of western lines. In



**L. K. Sorensen**

1925 he became trainmaster at Aberdeen, S.D., and subsequently served as division superintendent at Butte, Mont., and Tacoma, Wash.; general superintendent at Milwaukee; and assistant general manager at Chicago. In June 1943 he became general assistant to vice-president, operations, and has been general manager at Seattle since June 1946.

**W. A. Tussey**, assistant supervisor labor relations of the WESTERN PACIFIC, has been appointed assistant to general manager in charge of labor relations, succeeding **Henry R. Fegley**, who has reached retirement age. Mr. Fegley will continue to carry the title of assistant to general manager and will carry out duties as assigned by **H. C. Munson**, vice-president and general manager.

**Claude Crawford**, trainmaster, Cincinnati division, of the PENNSYLVANIA, has been transferred to the Southwestern division at Indianapolis, succeeding **J. W. Fike**, promoted elsewhere. **J. A. Zullinger**, assistant trainmaster, Pittsburgh division, succeeds Mr. Crawford. **E. N. Taylor**,

assistant passenger trainmaster, Chicago division, has been promoted to passenger trainmaster, succeeding **Norman Roach**, promoted elsewhere.

**Wendell P. Sensing** has been named superintendent transportation of the NASHVILLE, CHATTANOOGA & ST. LOUIS, succeeding **Frederick Whittemore**, whose appointment as general manager was announced in *Railway Age* April 6.

## TRAFFIC

**Earl C. Stokes** has been appointed general agent of the CHICAGO, INDIANAPOLIS & LOUISVILLE at Chicago.

**William H. Weber**, district passenger agent of the DELAWARE, LACKAWANNA & WESTERN at New York, retired from active duty April 1, after more than 50 years of continuous service.

**Virl K. Moyer** has been appointed manager of mail, baggage and express traffic of the MISSOURI-KANSAS-TEXAS at St. Louis, succeeding **Glen D. Veitch**, who has retired after more than 36 years of service. Mr. Moyer was formerly chief clerk in that department. **J. R. Treadway** has been named to the newly created position of assistant manager.

**George A. Dansberry** has been appointed district freight and passenger agent of the SOUTHERN at Johnson City, Tenn., succeeding **William D. Harkins**, who has retired after 49 years of service. The traffic office at Kingsport, Tenn., has been closed and that territory has been assigned to the Johnson City office.

**J. E. Holdeman** has been appointed district passenger agent of the LOUISVILLE & NASHVILLE at Pensacola, Fla.

**V. M. Weger**, assistant general freight agent of the CHICAGO & NORTH WESTERN, has been appointed assistant freight traffic manager, with headquarters as before at Chicago.

**Harvey W. Hicks**, general passenger agent of the UNION PACIFIC at San Francisco, retired on March 31, after more than 37 years of service. **Bernard P. Costello**, general agent, freight department, has been appointed general freight and passenger agent, with headquarters as before at San Francisco. **Fred C. Bell** succeeds Mr. Costello as general agent, freight department, there. **Fred Lingenfelder**, assistant general passenger agent at Portland, Ore., has been appointed general passenger agent there, succeeding **J. C. Cumming**, who also retired March 31, after 54 years of service. **P. A. Cole** has been appointed assistant general passenger agent at Portland. **W. H. Ahlgrim, Jr.**, has been appointed general agent, passenger department, at Seattle, succeeding **A. L. Ives**, who

retired on March 31, after 38 years of service.

Mr. Hicks began his railroad career with the Chicago, Rock Island & Pacific in 1913. After joining the UP at Portland, Ore., in 1916, he became general agent at Hollywood in 1926, and in 1934 moved to San Francisco as general passenger agent.

**H. J. Hallbeck** has been appointed general agent of the CHICAGO GREAT WESTERN at Waterloo, Iowa. He succeeds **H. A. Peterson**, who has been transferred to the operating department.

## OBITUARY

**Hoyt D. Sweetin**, 53, freight traffic manager (sales and service) of the ST. LOUIS-SAN FRANCISCO, died recently in the Frisco hospital at St. Louis, after an illness of several weeks. Mr. Sweetin, born December 2, 1899, at St. Louis, joined the Frisco as a yard clerk in 1919. He held a variety of



**Hoyt D. Sweetin**

clerical positions until 1936 and then served as traveling freight and passenger agent at Pensacola, Fla., traffic representative at Little Rock, Ark., and general agent at Little Rock and Atlanta, Ga. In 1945 Mr. Sweetin became traffic manager at Tulsa, Okla., transferring to St. Louis in 1946. He was promoted to freight traffic manager at St. Louis in March 1949.

**Joseph W. Jones**, 56, senior assistant engineer of the BALTIMORE & OHIO at Baltimore, died of a heart attack at his home in Wiltondale (Towson), Md., March 10. Mr. Jones served as regional engineer of the Eastern region at Baltimore from March 1, 1946, to February 1, 1952, when he was assigned to special duties as senior assistant engineer, on account of his health.

**Eugene B. Finegan**, who retired as vice-president in charge of traffic of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC in 1948, died at Chicago on April 1.





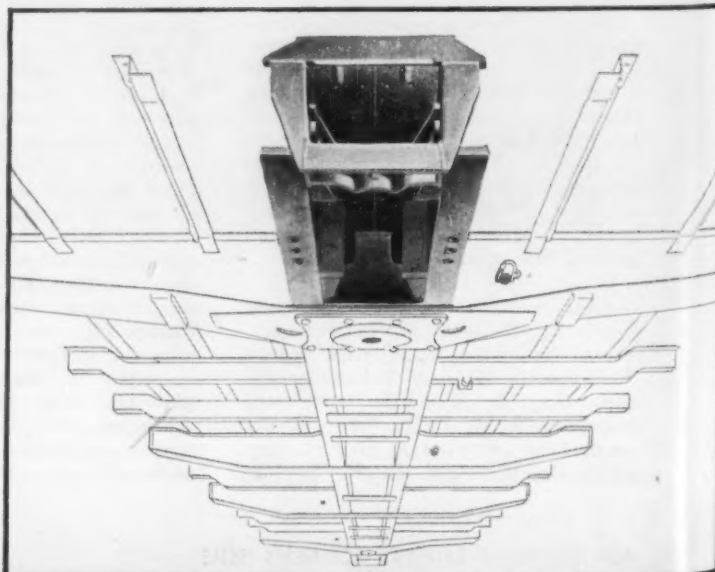
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